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[670]

Hongkong Daily Press.

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[a34-1]

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Hongkong, 21st September, 1905. [432]

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[a39]

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SATURDAY, JULY 23RD, AT 9 P.M.

ADMISSION - - - \$1.

By kind Permission of Lt-Col. PRIOR the Band of the 13th Rajpoots will give Selections.

ADMISSION - - - \$1.

Late Peak Car. Hongkong, 19th July, 1910. [840]

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IRON, Steel, Metal and Hardware Merchants

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A MEETING of Members interested in promoting Subscription Grilles for the next Race Meeting will be held at the Office of the Hongkong Jockey Club, on SATURDAY next, 23rd instant, at 12 Noon.

By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 20th July, 1910. [842]

G. R. TENDERS.

TENDERS are invited for the Supply of Miscellaneous Materials (FIREWOOD, LIME WHITE, CHARCOAL, BRICKS, BAMBOO MATERIALS, etc., etc.) to H.M. NAVAL YARD, Hongkong, for a period of 12 Months from the 1st August, 1910.

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EDGAE WATTS, Naval Store Officer. H.M. Naval Yard, Hongkong, 19th July, 1910. [843]

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FIRST CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons. Well Furnished Reception Rooms.

Private Bar and Billiard Room for Hotel Residents.

Electric Lifts to each Floor. Electric Lighting and Fans.

Telephones on every Floor. Every Comfort.

Ladies' Afternoon Tea Rooms. Ladies' Cloak Rooms.

Metron in attendance. CHARGES MODERATE AND NO EXTRAS. [a35]

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Hot and Cold Water throughout. Electrically Lighted; Electric Fans (if required).

Electric Passenger Elevator to each floor. Table D'Hotel at separate tables.

For Terms, &c., apply to the MANAGER. Hongkong, 24th July, 1905. [a563]

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(late Manager of J. Lyons & Co. (Trocadero) leading Caterers in London, and of the GRAND ORIENTAL HOTEL, Colombo).

TELEPHONE No. 197. "TELEGRAPHIC ADDRESS "COMFORT," Hongkong.

Hongkong, 16th April, 1910. [a542]

"BRAESIDE."

SITUATED in its own grounds with Tennis and Croquet Lawns. Large Airy and Well Furnished Rooms, every home comfort. Fine View of the Harbour.

Telephone No. 690. Apply to—Mrs. F. W. "YATTS," "Braeside," 20, Macdonnell Road, Hongkong, 4th December, 1907. [a36]

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MANAGER—MR. H. HAYNES.

Telegraphic address—"VICTORIA, SHAM-HEEN." SITUATED ON THE BRITISH CONCESSION.

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Telegraphic address—"FARMER, MACAO." SITUATED IN THE CENTRE OF PRAYA GRANDE. Both Hotel electrically lighted, and under experienced European Supervision.

GUIDES AND CHAIRS PROVIDED. Every information and special attention given to Tourists.

REASONABLE RATES. WM. FARMER, Proprietor. [a1623]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH CHINA), MACAO.

THIS Hotel is under European management and most strict supervision as to food, cleanliness and hygiene of the place.

All comforts of a home. A most pleasant retreat for those desiring for a few days rest and quiet.

Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.

Macao is 40 miles south-west of Hongkong. Two steamers (the "Sui An" and "Sui To") daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.

Cable Address—"BOAVISTA." For Terms, apply to THE MANAGER. [a215]

A LING & CO.,

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken. Hongkong, 31st July, 1907. [546]

THE CHARGE AGAINST JOHN GRANT.

DEFENDANT COMMITTED FOR TRIAL.

The hearing of the charge preferred against John Grant, formerly a surveyor in the Public Works Department, of obtaining \$10 by false pretences, was continued.

Detective-Sergeant Appleton presented, and Mr. J. H. Gardiner appeared for the defendant. Mr. Gardiner, in opening the case for the defence, said he thought he would satisfactorily show that the sum of \$10 was paid to the complainant. At the time he gave the cheque, the defendant was under the firm impression that he had sufficient funds to meet the sum, but on returning to his house that evening he found his pass book, which was sent from the Public Works Department, and on inspecting it he found that he had only \$8.34 in the bank. On the following morning he sent a letter by the cook to the complainant with the idea of stopping the cheque being presented, and later in the day he went to the shop and repaid the \$10. The cheque was not then in the hands of the complainant, but the latter had instructions, on its return, to destroy it. After the money was repaid, he continued to deal with this complainant, and had it not been paid the complainant would probably not have given him further credit. Defendant stayed on at Mr. Watling's house up to the 12th May, when he sold his furniture, but the complainant never asked him for payment of the cheque. The pass book showed a sum of \$50 odd due, which complainant had receipted. With regard to the cheques which had been put in with the idea of showing the Court the man's position, and to show that he intended to dupe people by handing them cheques which he could not meet in every case with the exception of Ullmann's three cheques were given early in March and were not negotiable until April 1st. Defendant was then in Government employ and there was his salary to come, as well as \$800 or \$900 which was due to him from Canton, and he had been promised that this money should be paid him. In fact, he had drawn on the assumption that he should receive this money. But he was unable to get it, and as a consequence some six or seven summary actions were brought against him, and some of the plaintiffs who had obtained judgment had issued execution, under two of which executions he was detained in goal.

Defendant was then called to the witness stand, and deposed to being engaged in the Public Works Department as a surveyor until the end of March. He was, at the time this charge was laid, April 19th, living at 13, Humphrey's Avenue, Kowloon. Mr. H. Watling was the tenant of that house, and sublet it to him. About the first week in April witness took him to Canton, and a substitute was put in his place. This substitute opened a new account with Grant. Grant then wrote a cheque for \$10, and the account witness met his cook in the vicinity of the complainant, and the latter asked for an advance of \$10. Witness told him he had better wait till he got to the house, as he had not the money on him. The cook suggested that he should get it from the complainant. He went to the shop, saw the first witness and asked him for a loan of \$10. While this was being produced witness pulled out his cheque book, wrote a cheque for \$10, and gave it to the man who handed him the money. Defendant understood the first witness for the prosecution to be the master of the shop. Witness then handed the \$10 to the cook. On returning to the house that evening defendant found his pass book, which had been sent from the office. It was made up to the 21st March, and showed a credit balance of \$8.34. That night he told the cook to see him in the morning before he went to market. In the morning he wrote a check and told him to take it to the complainant. When the cook returned he brought a check from the complainant in which the latter stated that he had sent the cheque to the Dairy Farm, but would get it back. On the afternoon of that day he called at the complainant's and asked a man behind the counter if he had got his cheque book from the Dairy Farm. The man said they had sent for it but the messenger had not returned. Witness then gave the man behind the counter \$10, and told him when the cheque came to tear it up, as it was no good. He heard nothing more regarding this cheque, although he sent his cook daily to the shop, and they continued to give him credit. On the morning of the 28th witness told his cook that he was shifting to Hong-kong, and told him to ask the complainant to make up the book. The cook brought the book back made up, and it showed an amount of about \$60 due. Witness examined the book, but found no entry for a loan of \$10. Then he gave the cook the amount and the latter subsequently returned with the pass book stamped and receipted. The book was lost in shifting. Witness ceased sleeping at Humphrey's Avenue on the 28th of the month, but was there daily until the 15th of the following month. When he left there he came to stay at Hong-kong, and had never attempted to run away from the Colony. Witness had left the Public Works Department when he gave the cheque for \$10. The cheque he gave to L. Gansan for \$450 on March 4th he asked should not be presented until the beginning of April. He expected by that time to have sufficient money to meet the cheque, as he would have a month's pay and expected money from other sources. He did not know until April 3rd or 4th that the whole of his salary had been attached, and the other money he was relying on was not forthcoming. About the

end of February he bought some articles from Messrs. Ullmann & Co. for which he gave an I.O.U. until certain alterations were made. When he got the articles he said he would pay up at the end of the month. He told them where he was working, gave them a cheque and asked them not to present it until the beginning of April. A few days later a man went to his house and asked him to change the cheque, as it was crossed, and there would be some difficulty about it. He gave another in exchange, and on being asked the man said he understood the cheque was not to be presented at the bank until the end of the month. Defendant also gave a cheque to Messrs. Hastings & Hastings, which he post-dated. Payment of the cheque on February 6th was stopped, as the money had already been paid by Watling to the Hip On Co. Of the two cheques dated April 18th one for \$62 was due for rent till the end of April, while the other was rent for May, as he could not get out of the house before the 16th or 17th of that month. When he gave the cheque for \$10 he was unaware that another for \$20 had been cashed. He had not seen the cook since the end of April. The funds he was expecting from Canton was \$850 he had lent, and which was arranged to be paid at the end of March. He had no written acknowledgment of the debt. The arrangement was verbal.

His Worship—When did you know your salary was attached?—On April 3rd.

How was it attached?—I could not find out. When I went for my salary I was informed that it was stopped, and no reason was given. But I thought it was stopped in lieu of the notice I should have given.

Mr. Gardiner said it was attached by Messrs. Wilkinson & Grist, who were setting for Messrs. Ullmann & Co.

His Worship (to defendant)—Did you resign?—I sent in my resignation on the 26th and left at the end of March.

His Worship committed the defendant for trial at the Criminal Sessions and fixed bail in the sum of \$100 personal bond, and two sureties of \$100 each.

ACCIDENT TO PASSENGER AIRSHIP.

FIGHT WITH A GALE.

The Zepppelin steerable balloon, *Deutschland*, on which I was a passenger, after a superbly emotional flight against a tempest which carried her inexorably in a north-easterly direction, has written the *Daily Telegraph* correspondent, ended her voyage by being wrecked in the Teutoburger Wald, five kilometres north of Burg, not far from the town of Osnabrück. None of the passengers were injured, but the splendid aerial craft is probably a total wreck, and is settling down on the dense mass of trees like a gigantic dead worm. On foot I reached the little station of Wallendorf, whence a local train brought me to Osnabrück at 10.15. I found a very brief account of the dramatic aerial voyage, which has been thirty German and foreign correspondents, and twelve men forming the crew. A strong westerly wind was blowing at about sixteen miles an hour. Crossing Dusseldorf from north to south, the airship proceeded over Hildesheim. Turning westwards, she passed quickly over Romstedt at an altitude of about 1,500ft. Meanwhile the wind had changed from east to south-east.

Travelling with the wind, we passed at a great speed over Bayern, where the dirigible attempted to change her route in order to return to Dusseldorf. But the wind had now reached the velocity of a gale, and we perceived that its speed was superior to that of the airship, which was carried away like a piece of straw, broadside on. At certain moments she travelled backwards, although the motors were working with all their power. In order to gain the north-west she was compelled to tack like a sailing-ship. One of these tacks took us over Bochum, and another over Dortmund. We gained a few kilometres in moments of calm, but lost them again immediately afterwards, as we vainly sought at various altitudes currents which might be more favourable.

Clouds raced over the sky, the wind howled through the rigging, rain fell in torrents. If anything had gone wrong with the motors we should have been lost. It must, however, be admitted that the tragic side of the situation did not greatly impress the passengers, and that, as well as being lost, an empty champagne bottle fell from time to time on the trees which were ruffled by the wind.

Time passed, and we continued to draw away from our goal. At two o'clock the balloon had been thrown out, and, in order to compensate for the loss of gas from the balloons, extinguishers were thrown out of the car. We hoped to land at Munster, but the wind forced us to pass some seven miles from the town. We then hoped to reach Osnabrück, but at five o'clock we found ourselves surrounded by a dense fog, and sailing through the air at haphazard. At half-past five the fog lifted, and we discovered that we were over the Teutoburger Wald, which bristled with firs. We sailed low, and the prow of the dirigible took a downward bend, in spite of the efforts of the elevating planes. In order that the airship might recover her equilibrium, several of the passengers were moved into the stern car, through the curious little tunnel which connects the two cars of the vessel. A minute later we heard the noise of crashing stays and the breaking of glass, warning us that an accident had happened. Immediately after this came the cracking of branch branches and the rattling of leaves and foliage, as the dirigible crashed down among the trees, which broke into the frail body of the vessel and caused huge rents and tears.

The bodies and leaves appeared among us like a sudden enchantment, and for a moment we thought that all was over. But the prow of the vessel remained intact, and rose in the air. The after-part of the dirigible was pinned to the earth, and the prow swayed slowly from side to side, as if looking for safety. The stern of the vessel was completely wrecked, the propellers broken, and the framework smashed.

How to BE BRAVURE—Keep your complexion, Mrs. Elinor's China Charmante, Lait Chamois and Special Skin Tonic and Poudre Charmante will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. WATSON & Co., Ltd., Sole Agents.

THE VOLUNTEER MOVEMENT IN HONGKONG.

COMPANY OF MOUNTED AND FOOT SCOUTS TO BE FORMED.

A ready response to the appeal by the Government in the interest of the local Volunteer Force is forthcoming from Mr. C. H. Ross, who has undertaken to form a company of mounted and foot scouts. The progress of the scheme is indicated in the following correspondence—

Hongkong, 11th July, 1910.

Sir,—With regard to your circular letter of the 4th instant addressed to British Commercial Firms in the Colony on the subject of the encouragement of Volunteering, I have now the honour to enclose a letter which I have received from Mr. C. H. Ross offering, on certain terms, to raise and train a Company of "Scouts."

As one of the most important of the conditions mentioned by Mr. Ross is, that the Banks and leading Firms should encourage their men to join and give them the necessary leave of absence to render themselves efficient, I wrote, as per enclosed letter, to several Banks and Firms, who have all approved the scheme.

I have the honour therefore to ask that you will lay the proposition before H.E. The Officer Administering the Government, with a view to his sanctioning the raising of a body of Scouts on the lines suggested by Mr. Ross.

It may appear to H.E. that the numbers proposed are not large, but I venture the opinion that, if once a good start is made and the young men of the Colony realise that there is opportunity to serve with congenial neighbours in the ranks and under officers of their choice, a considerable impetus will be given to Volunteering. I have the honour to be, Sir, your obedient servant,

(Sd.) HENRY KEWICK.

The Hon. The Colonial Secretary, Hongkong.

Hongkong, 7th July, 1910.

Gentlemen,—Consequent upon the letter of the Hon. The Colonial Secretary dated the 4th instant, and urging on heads of Firms, Banks, etc., in this Colony the importance of encouraging their employees to join the Local Volunteer Force, I have received the enclosed letter from Mr. C. H. Ross.

Mr. C. H. Ross is well known to you, and has already proved that he is fully qualified to carry out the duties of a Scout Master. More important still, he has the confidence of all who have ever served with and under him.

I would ask you therefore whether you would encourage your men to join the proposed "Hongkong Scouts," and undertake to grant them the requisite leave to make themselves fully efficient. If you approve, I would propose to approach H.E. The Officer Administering the Government with a view to the sanctioning and immediate raising of the "Hongkong Scouts" on the lines set forth in Mr. Ross's letter.

(Sd.) HENRY KEWICK.

Messrs. The Hongkong & Shanghai Banking Corporation.

Messrs. The Chartered Bank of India, Australia & China.

Messrs. Butterfield & Swire.

Messrs. Shearman, Tomes & Co.

Messrs. Dwyer & Co.

Messrs. The Peninsula & Oriental S. N. Co.

Messrs. Reiss & Co.

Messrs. The Mercantile Bank of India.

Hongkong, 7th July, 1910.

Hon. Mr. Henry Kewick, Hongkong.

PROPOSED MOUNTED AND FOOT SCOUTS.

DEAR SIR,—With reference to the Colonial Secretary's printed circular dated 4th July, I think the above proposed unit is an excellent idea.

I would recommend that the Unit be called "The Hongkong Scouts," and be composed of both Mounted and Dismounted men. I would arm and dress these men exactly alike, teach them identical drill and as far as possible make them interchangeable.

From experience gained when in command of the late Volunteer Troop, I am of opinion that for "Intelligence work" in the New Territory, both Mounted and Dismounted men are desirable. Many eligible men were prevented from joining the Volunteer Troop, because they did not keep ponies, and it very often happened that members of the Troop having sold their ponies were then unable to attend drills, etc. Under the above proposed system men without mounts would automatically pass to the dismounted branch of the unit and their services be retained.

The Unit should be composed of:

1 Captain

1 Lieutenant in charge of Mounted men

1 do. do. Dismounted men

2 Sergeants, 3 Corporals and 15 Mounted Troopers

4 do. 4 do. 24 Dismounted do

Total, 3 Officers and 52 N.C.O.s and men.

They should be armed with M. E. carbines (experience having shown that the short service Rifle is too cumbersome for rapid mountain work in a tropical climate), otherwise equipment to remain practically the same as for the late Volunteer Troop.

Conditions of service to be:

1—Attendance for at least three full days at Xmas Camp.

2—Fifteen Drills exclusive of Recruits Drills.

3—Course of Musketry.

4—Attendance at Annual Inspection.

5—New Members to be elected by vote.

6—Promotions by election.

If Government approve, and if the leading Banks and Firms will encourage their men to join, and undertake to grant them the requisite leave so that they may attend the Xmas Camp, I will endeavor to recruit the desired 52 men and get the Unit into working order before Xmas, 1910.—I am, dear Sir, yours very truly,

(Sd.) C. H. ROSS.

Colonial Secretary's Office,

Hongkong, 15th July, 1910.

Sir,—I am directed to acknowledge the receipt of your letter of the 11th instant, and in reply to inform you that His Excellency accepts with thanks the offer of Mr. C. H. Ross to raise and train a Company of Scouts in connection with Volunteering in the Colony.—I am, Sir, your obedient servant,

(Sd.) A. M. THOMSON,

Colonial Secretary.

The Hon. Mr. H. Kewick.

THE PROSPECTS OF THE NEW COMPANY.

In the course of an interview yesterday Mr. C. H. Ross expressed himself optimistically as to the future of the company.

Isn't the principle of allowing members to elect their own officers rather dangerous? asked our representative.

I don't think, was his reply.

But military efficiency may be sacrificed to popularity.—I admit the weakness of the system, but I don't think any other would work here. Besides, the men elected would soon lose their popularity if they were not efficient.

This new company of scouts would, I suppose, supersede the Mounted Troop?—Yes.

The Troop had difficulty in maintaining a supply of ponies?—Yes. In the racing season there were plenty, but afterwards there was a dearth of mounts.

Wouldn't you still be faced with the same difficulty?—No. Whenever a man was no longer able to supply a pony he would pass into the foot scouts. His services would thus be retained.

You would train principally in the New Territory?—Yes. Two or three days' hard riding and indifferent food would make any pony amenable. We would go into camp, and small parties could cover the whole of the New Territory in three or four days. You know the New Territory perhaps? Well there are five large valleys running to the frontier.

In that open country the mounted men could operate, but behind, where there are mountains, the dismounted men would be useful. They could carry messages to a telephone station and move about where ponies could not go.

Such a company would be useful?—Very. For instance, the military staff here frequently changes, and something awkward might happen just after a new staff had arrived here. It would not have time to acquire a knowledge of the New Territory, but a permanent body like the Scouts possessing information would be very valuable. The work, as you can understand, is very interesting, and should attract a good number of men.

Have you enlisted any yet?—Yes, thirty-five. And you expect to be able to raise the number to fifty?—Yes.

This should create fresh interest in volunteering.—Yes. This proposal might easily be developed. A small mountain battery might be got your men at some congenial work.

Give them as good a training as you can and when the time comes for which they are wanted they will prove of value.

I see you suggest the scouts being armed with the Martini-Enfield carbine?—Yes, the short rifle is too cumbersome. A carbine is easier carried in hill climbing, and as the scout carries it to defend himself in an emergency he can shoot quickly with a carbine than a rifle.

COMPANY REPORT.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

The twenty-eighth annual report of the board of directors, was presented to the shareholders at the twenty-ninth ordinary general meeting, held at the offices of the Company, on Thursday, June 30th.

The directors now submit their report, and statement of accounts for the year 1909.

It was mentioned in last year's report that the extreme depression which had for so long hung over the China shipping trade showed signs of passing away. Following the revival which was manifested last summer suffered a disappointing check, yet, on the whole, the year's accounts show, by comparison, considerable progress towards a better state of affairs.

The reports from China for the current year, have, so far, been better than for some years past, and, if the improvement be maintained, the current year's working should give satisfactory results.

The credit side of the revenue account (including £15,162 8s. 8d. brought forward and a transfer of £210,000 from undivided profits) amounts to £291,553 8s. 5d., and after providing for all outgoings, allocating £255,364 19s. 2d. to depreciation, and setting aside £4,000 from the balance of debenture interest, there remains a balance of £27,537 8s. 2d., which it is proposed to carry forward.

No additions have been made to the company's fleet during 1909, and no building contracts have been entered into.

Following the recommendation of the committee appointed to consider expenditure with a view to economy, a revision and an adjustment of certain items of account as to which differences of opinion existed, have been conceded by the General Managers and amicably arranged on a retrospective basis.

The retiring directors are Mr. W. Kewick, M.P., and Mr. W. Fisher, who, being eligible, offer themselves for re-election.

Messrs. Turquand, Youngs & Co., the auditors, retire and will be proposed for re-election.

By order of the Board,

A. G. WELLS, Secretary.

29, Cornhill, London, 21st June, 1910.

BALANCE SHEET AT 31st DECEMBER, 1909.

LIABILITIES.

To share capital £1,000,000, divided into 120,000 6 per cent. Cumulative preferred ordinary shares, and 200,000 deferred ordinary shares of 25 each.

Subscribed and paid up—

£247,945 0 0

£247,945 0 0

£247,945 0 0

£247,945 0 0

£247,945 0 0

£247,945 0 0

£247,945 0 0

£247,945 0 0

£247,945 0 0

£247,945 0 0

£247,945 0 0

Also £260,000 issued and lodged with bankers as security for temporary loans as may be required.

To balance of underwriting account 138,108 19 8

To sundry creditors in London and China 41,624 4 2

To loans 37,000 0 0

To deposits 15,225 15 9

To balance from revenue account 7,537 8 2

Notes.—Contingent liability for cumulative preferred dividend for 1908 and 1909 amounts to £29,753 8s.

£1,011,811 7 9

By steamships, bulks, ferry boats, &c. 932,696 6 4

Less depreciation written off for this year 55,364 19 2

By coals and provisions on board ships and in godowns 11,768 11 7

Office furniture 58 1 10

By sundry debtors in London and China, Agents, balances, freights, &c. 91,707 2 9

By cash in London and China 18,013 7 11

By expenses of debenture interest 217,232 16 6

Less writtencoff 4,000 0 0

13,232 16 6

£1,011,811 7 9

REVENUE ACCOUNT.

For Year ending 31st December, 1909.

Dr. £ s. d.

To general charges and telegrams in London and China, including directors, trustees and auditors' fees 6,195 13 1

To general interest 5,087 13 1

To debenture interest 13,567 6 11

To expenses of debenture issue, amount written off 4,000 0 0

To depreciation account 55,364 19 2

On steamships, &c. 7,537 8 2

To balance transferred to balance sheet 291,753 0 5

Cr. £ s. d.

By balance brought forward from 1908 15,162 8 8

By net earnings of steamers for the year, including adjustment of commission and charges made by the general managers 66,565 5 3

By amount transferred from underwriting account 10,000 0 0

By transfer fees 25 14 0

291,753 0 5

£1,011,811 7 9

JAPAN'S COMMERCIAL FUTURE.

A Special Correspondent of the *Daily Chronicle* writes from Osaka:—

The Japanese Exhibition at the White City is proving, I believe, a striking object lesson to the people of Great Britain of the great commercial strides made by our Eastern ally during the past decade. Even the most casual observer cannot fail to be impressed with the superb commercial possibilities of Japan, and with the determination of her people to "get there."

Doubtless Japan will be spoiled in the process. From the aesthetic standpoint the results are already disastrous. The towns are being turned into unimpressive and ugly places without any sense of architectural beauty, and with the least possible regard for the preservation of the amenities of life. The landscapes are being vulgarised by the advertiser and, in a lesser degree, by the Development Syndicate. The people, especially the women, are being subjected to the strain and stress of modern industrial competition, with but very few of the compensations or safeguards existent in Western lands. There is more than a risk, owing to the demands made on the worker, of his gradual brutalisation. It is indeed significant that, whilst among the many influences tending to the front in the ordinary affairs of life, is the American.

GOING AHEAD COMMERCIALLY.

To the minds of most people, Japan in her commercial aspect assumes two guises, one as the "Muck and Truck" huckster—they still foolishly affect to regard her as this in some spots on the Chinese mainland—and the other as the commercial weakling whose paternal Government devotes much yearly labour to bolstering up her economic position with very copious but more or less misleading statements and publications as to her trade and finances. This may have been true once—was, only a few years ago—but it is absurd to suggest that it is so any longer.

Japan is steadily forging ahead in all commercial matters. It is true that, as yet, she has not originated, only copied, but the copies are excellently often without the least regard for the rights of "mine and thine." Indeed the most gross forgery and imitation of trade marks still continue unabated. Another great asset of Japan is her possession of the German adaptability of suiting her wares to the various markets. Travel in the East and one meets Japanese goods everywhere—not "muck and truck" only, though that is still there, but all the more solid and permanent attributes of a great and growing commerce. Her coal practically controls the markets of Colombo, Cebu, and Hongkong, and she is even a factor in the coal trade of Shanghai and Canton.

Stocks of it, for instance, at Shanghai are often three to one in its favour against Cardiff, and among my papers given a record of colliers having arrived, I notice there were in the Yangtze twenty-two steamers, every one, save three, bringing Japanese coal, and those were laden with the Keelung (Chinese) product.

These steamers carrying coal, are, of course, open to accept the cheapest of cheap freight for the return journey—they can almost take it as a matter of course. No wonder the British carrying trade has been practically ousted from this sea route. From this point of view I may mention the enormous advantage which Japan holds of being a central distributor—her position precisely corresponds to our own. To take but one concrete instance of how this favours her—one payment of port dues at Shanghai, which are very heavy—covers forty days' work which would cost a foreign vessel to accomplish the feat.

Of course, very much turns on the financial position of the Government, because it must react upon the economic development of the country and the people. Indeed, close investigation makes one feel considerable apprehension for the financial future of Japan. Her large foreign indebtedness, her need for raising many millions more for the purpose of the railways, and the poor administration of her finances, afford some justification for the gloomy views entertained by many well-informed persons in the Far East. Still, I think she will give wisdom to her administrators and peace to the country, but through satisfactorily.

There is the most extraordinary commercial activity in the country. The one my is for capital. Personally, I am not among those who

discontinue the further investment of British money in Japan, but I would only approve it on very rigorous conditions. British investors in any concern should, too, be certain that at least an amount equivalent to the capital they put forward is subscribed by the Japanese investor. There should, too, be the fullest information as to the position and prospects of the concern. Representation on the director

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
WITH WHICH IS INCORPORATED THE
OCEAN MARINE INSURANCE CO.
TOTAL FUNDS AT 31st DECEMBER, 1909
£19,875,357.

I. Authorized Capital	£56,000,000	
Subscribed Capital	3,275,000	
Paid-up Capital	1,212,500	0 0
II. Fire Funds	5,489,136	6 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 19th. July, 1910. [788]

DAVID COESAR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELINANCE CROWN
TARPAULING
ARNHOLD, KARBBERG & CO
Sole Agents.

NOTICES TO CONSIGNEES

"MOGUL" LINE OF STEAMERS.
FROM GLASGOW, LIVERPOOL
AND STRAITS.

THE Steamship
"LENNOX"
Consignees of Cargo are hereby informed that
all Goods are being landed at their risk into
the Godowns of the Hongkong and Kowloon
Wharf and Godown Company, at Kowloon
whence and/or from the Wharves delivery may
be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
unretrieved after the 23rd inst. will be subject
to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th prox. or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 3 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & Co., Ltd.,
Agents.
Hongkong, 16th July, 1910. [855]

"GLEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
FROM MIDDLESBRO, ANTWERP, HULL
LONDON AND STRAITS.

THE Steamship
"GLENLEARN,"
Capt. W. J. Haughton, having arrived from the
above Ports, Consignees of Cargo are hereby in-
formed that their Goods are being landed at the
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.
Kowloon, and stored at Consignments and will be
examined on MONDAY, 24th inst., when they will be
rescued within day.

No Claims have been received from the arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have been left the Godowns, and all Goods remaining undelivered after the 25th July will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.
Agents.
Hongkong, 18th July, 1910. [838]

**AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.**

NOTICE TO CONSIGNEES.

**FROM TRIESTE, PORT SAID, SUEZ,
ADEN, BOMBAY, COLOMBO,
PENANG AND SINGAPORE.**

THE Company's Steamship

"SILESTIA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risks, into the hazardous and/or hazardous Godowns of The Hongkong & Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
The Steamer brings Cargo from Venice ex s.s. "Almisa," transhipped at Trieste.
H. J. "Tabu" and "Metkovi."

Optional Cargo will be discharged here on notice to the contrary be given immediately. No Claims will be admitted after the 6th have left the Godowns, and all Claims must be sent to the office of the Undersigned by Noon on the 25th inst., or they will be recognised.

All broken, chafed and damaged Goods a

he left in the Godwits, where they were
examined on the 23rd inst., at 10 A.M.
No Fire Insurance has been effected, and
Gods remaining in the Godowns after
25th inst. will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WIELER & Co
Agents.
Hongkong, 18th July, 1910.

NOTICE TO CONSIGNEES.
FROM SHANGHAI, KOBE AND MO
THE Steamship
"JAPAN,"
having arrived from the above Ports,
signees of Cargo are hereby informed that
goods will be delivered from alongside.
Cargo impeding the discharge will be

at Consignees' risk and expense into the
dous and/or extra hazardous Godowns
Hongkong and Kowloon Wharf and Godown
Company, Limited.
No Fire Insurance has been effected.
Bills of Lading will be countersigned
DAVID SASSOON & Co., Ltd.
Agents.
Hongkong, 14th July, 1910.

